

# The Hongkong Telegraph

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THURSDAY, JUNE 9, 1910.

四拜禮

號九月六英治香

\$50 PER ANNUM.  
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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$25,000,000  
RESERVE FUNDS ..... \$10,500,000  
Sterling ..... \$1,500,000 at 1/2 = \$1,000,000  
Silver ..... \$1,500,000 at 1/2 = \$1,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Skewton, Esq., Deputy Chairman.  
F. H. Armstrong, Esq., S. A. Levy, Esq.,  
J. W. Bandow, Esq., F. Lieb, Esq.,  
Hon. Mr. Henry Ke- G. H. Medhurst, Esq.,  
wick E. Shalton, Esq.,  
G. R. Leumann, Esq., H. A. Stiebs, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH,  
MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 1/2 per Cent. per Annum.  
For 6 months, 3/4 per Cent. per Annum.  
For 12 months, 1 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 7th May, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £2,000,000  
RESERVE FUND ..... £1,000,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per Cent. per Annum on the daily balance.

On Fixed Deposit for 12 months, 1/2 per Cent. per Annum.

WM. DICKSON,  
Manager.  
Hongkong, 26th April, 1910. [11]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 16,250,000

Head Office—YOKOHAMA

Branches and Agencies:  
TOKIO, HANKOW,  
Kobe, TIEN-TSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEW HANGWANG,  
LONDON, DAINI,  
LYONS, PORT ARTHUR,  
NEW YORK, ANTING,  
SAN FRANCISCO, LIOYANG,  
HONOLULU, MUKDEN,  
BOMBAY, TIE-LING,  
SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

On fixed deposit:  
For 6 months ..... 1/2 p. a.  
" 12 months ..... 3/4 p. a.  
" 18 months ..... 1 p. a.

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 14th March, 1910. [12]

DEUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft,  
Deutsche Bank,  
S. Biehlroeder,  
Berliner Handels-Gesellschaft,  
Bank fuer Handel und Industrie,  
Robert Waisbacher & Co.,  
Mendelssohn & Co.,  
M. A. von Rothschild & Soehne, Frankfurt,  
Jacob & C. H. Stern,  
Norddeutsche Bank in Hamburg, Hamburg,  
Sal. Oppenheim jr. & Co., Koeln,  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. M. M. O'SHEA & SONS,  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager.  
Hongkong, 1st March, 1910. [13]

## Banks

### HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Aides may be obtained on application.

INTEREST on deposits is allowed at 1 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$1000 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 14th January, 1907. [14]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$25,000,000  
ABOUT MEX \$7,222,222

RESERVE FUND ..... GOLD \$25,000,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEMERE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account at the rate of 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:  
For 12 months 1/2 per Cent. per Annum.  
For 18 months 3/4 per Cent. per Annum.  
For 24 months 1 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL,  
Manager.  
Hongkong, 30th April, 1910. [15]

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman,  
C. Stepharins, Esq.,  
Lee Yung Su, Esq.,  
J. H. McMichael, Esq.,  
C. R. Burkill, Esq.,  
J. A. Watlie, Esq., Manager Director,  
A. J. Hughes, Esq., Secretary,  
S. B. Nell, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force ..... \$34,054,152.00  
Assets ..... 7,114,490.68  
Income for Year ..... 5,073,834.81  
Total Security to Policyholders ..... 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,  
District Manager, Canton, Macao  
and the Philippines.  
B. W. TAPE, Esq.,  
District Secretary,  
ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1909. [16]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 15 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 15 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 4.00 p.m. Every 15 minutes  
4.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 15 minutes

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes  
9.00 a.m. to 9.30 a.m. Every 15 minutes  
9.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.00 noon Every 15 minutes  
12.00 noon to 1.00 p.m. Every 15 minutes  
1.00 p.m. to 2.00 p.m. Every 15 minutes  
2.00 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 4.00 p.m. Every 15 minutes  
4.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 7.00, 7.30, 11.00 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, DE VRIES ROAD CENTRAL.

JOHN D. HUMPHREYS & SONS,  
General Managers.  
Hongkong, 1st April, 1910. [17]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports {ASSAYE ..... Noon, 11th June } See Special Advertisement.  
Capt. Owen Jones, R.N.R.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES ..... BORNEO ..... About 15th June. } Freight and Passage.  
Capt. W. H. S. Hall.

SHANGHAI, MOJI, KOBE, SOMALI, and YOKOHAMA ..... Capt. A. G. Gubitt, R.N.R. ..... About 16th June. } Freight and Passage.

SHANGHAI ..... DELTA ..... About 23rd June. } Freight and Passage.  
Capt. B. W. H. Snow.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, 112 1/2 Hongkong, 9th June, 1910. [18]

## Intimations.

### LANE, CRAWFORD & CO.

#### FOLDING CANVAS BEDS.

OPEN \$8.00 each

Closed.

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE.

THIN SUMMER BLANKETS, \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [19]

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

SOLE AGENTS: CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 23rd May, 1910. [20]

### DR. W. R. LAMB,

AMERICAN OCULIST AND OPTICIAN, SPECIALIST IN EXAMINING AND REFRACTING THE EYE AND CORRECTING DEFECTIVE VISION.

KING EDWARD HOTEL ANNEXE, No. 21.

Has the pleasure again of announcing to the citizens of Hongkong that he has opened a consulting room at the above address and will remain till JUNE 27th, a short yet sufficient time to give those in need of his services an opportunity of consulting him if they will make an Appointment at their earliest convenience.

He is fully prepared as before with the most modern instruments and apparatus, including the Javal Ophthalmometer and the Electric Ophthalmoscope for thoroughly examining and refracting the Eyes according to the latest and most approved methods, as employed in the Metropolitan Eye Infirmary, and has the largest supply and greatest variety of all desirable kind and styles of mountings and lenses of the best quality ever brought to Hongkong, including several thousand different spherocylindrical and prismatic lenses made especially in order for the correction of astigmatism, and other ocular defects which the common spherical lenses will not correct.

Those having eye trouble or defective vision, who suffer from eye-aches, headache, inflammation of the eyes or lids, or weakness of the ocular muscles, and those who are already using glasses which, in most cases, are not the kind required, would do well to avail themselves of the exceptional opportunity and superior facilities which are offered now for examining, and refracting the eyes and procuring the glasses of the right kind—an opportunity which for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, has never before been equalled in this Colony and is equal in every respect to the best obtainable anywhere abroad, as those who consulted him are willing to attest. Being certificated in optics as in medicine, with over 20 years' professional experience, and having thousands of references and testimonials from well-known and influential citizens of many countries—including several British Colonies and Hongkong, which he visited in 1908—Dr. Lamb can assure those in need of his services the most thorough, reliable and satisfactory professional work, and all glasses he supplies to patients are warranted to be correct. Charges reasonable. Hours: 9 A.M. to 12 Noon, and 2 to 5 P.M.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

#### WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO CANTON: MONDAY, 6th June. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 9th June. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 7th June. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 8th June. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 13th June. 10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE. S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO. On SUNDAY, the 12th JUNE, 1910.

The Company's Steamship "HEUNGSHAN" will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

Departure from Macao at 4 P.M. By kind permission of Col. Prior and Officers, the Band of the Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE. S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE. S.S. "SAINAM" 188 Tons, and "NANNING" 265 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sasui". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [21]

## Hotels.

### HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [22]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold, Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GANEAU, Proprietor.

N. REUMENTHAL, Manager.

Telephone, 570. Telegrams "Astor". [23]

### REMINGTON

#### TYPEWRITERS

LATEST MODELS, VISIBLE WRITING, &c.

ALWAYS IN STOCK.

Ribbons, Carbon, and other requisites. Repairs undertaken; also Contracts for keeping in order.

SOLE AGENTS: HENDERSON & CO.

Hongkong, 2nd May, 1910. [24]











## Finitation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
VERY OLD LIQUEUR  
**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or  
**GENUINE AGE**  
AND  
**FINE MELLOW**  
**FLAVOUR.**

**Robert Porter & Co.'s**  
**BULL DOG**  
BRAND

**GUINNESS' STOUT**  
In PINS and SPLITS.

**A. S. WATSON & CO.,**  
LIMITED.

THE HONGKONG DISPENSARY.  
Hongkong, 3rd June, 1910.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, JUNE 9, 1910.

**THE VICEBOY'S "SELF-DEFENCE"**  
**ING ORDINANCE.**

The success, or want of success, of all official attempts to put down gambling in China, or for the matter of that in any country, depend not only on the sincerity and ability of the executive, but on that elusive but very real force, public opinion. Open and shameless gaming is now so repulsive to the collective good taste or moral sense (they are often much the same thing) of civilized communities that it is generally prohibited by the laws, which are usually so framed as to make evasion very difficult. In the United Kingdom gambling in public places is of course forbidden, but the controversy as to what is a "place within the meaning of the Act" will be long remembered—and we have not heard that their bookies are prevented from carrying on the business at the great English race-courses. They cannot, however, even enter a bet in a note-book in the street or in a tavern. Lotteries are severely forbidden in Great Britain and the law is enforced with the utmost strictness. "Missing word" competitions have been condemned as illegal under the Lottery Act, and the most ingenious of enterprising "weeklies" find it hard to disguise lotteries under the garb of competitions requiring skill. Although gambling does undoubtedly take place on our race-courses, there can be no doubt whatever of the perfect sincerity of the Government and people of Great Britain in endeavouring to put down public gaming, and to minimise as far as possible its injurious effects upon the body politic. The fact that betting on race horses still continues to such an enormous extent should make us careful and wary of condemning other countries that on the surface appear less successful than ourselves in eliminating from the national life the evils of play for money. Several of the Continental Governments run State lotteries, and even permit private companies, who pay for it, and Municipalities, the privilege of conducting prize-drawings for vast sums of money. Much may be said in favour of at once regulating men's passion for gambling and enriching the State by thus making lotteries a Government monopoly. The British think that there is so much more to be said against it that there is, as far as we know, not a single lottery conducted by any State or Government, however pressed for money, under the British Empire. The Chinese Authorities have been tempted by poverty to grant concessions to gambling

companies, and monopolies in various kinds of gaming. Trouble has almost always been the result. The Amoy lottery company came to hopeless grief, and its promoters had to flee the country and hide abroad. Irregularities and abuses without number in connection with these monopolies have constantly excited the public indignation and distracted those entrusted with the duty of safeguarding the public peace. The difficulties of abolishing licensed gambling altogether are manifold, but we need only mention two of them. The Government is in desperate straits for money to carry on the administration and without the funds derived from the gambling monopolies some other means must be devised for raising money, or the already inadequately and inefficiently fulfilled task of Government will become more hopeless than ever. Again, if this vice be not controlled and regulated to some extent by State direction, and total abolition be aimed at, it is necessary to provide additional police and expensive cumbersome machinery which will probably fail to prevent illicit gambling even of a kind more pernicious than the old one. Viceroy Yuan seems to have been in cordial agreement with the Self-Government Society in at least his ardent desire to wipe out the disgrace of gaming concessions under his jurisdiction. The Provincial Deliberative Assembly also are practically unanimous in this matter. The Viceroy had hopes of getting increased revenue from salt and other sources, but difficulties swarmed round him, and threatened to overwhelm his efforts. That he was insufficiently supported in Peking would appear from his threat to resign office if his recommendations were not adopted by the Imperial Government. He would therefore seem to be in deadly earnest and to be prepared to sacrifice himself and his own personal interests in attaining what he is convinced is for the good of the Liang-Kwang Provinces and the millions of human beings committed to his rule. *Vincit.*

## NOT "KUDNEY STONE."

Boxing seems always to have been practised by virile nations. The Greeks and Romans practised it. The Roman caesus differed widely from our English boxing-glove, and a blow on the side of the head from it must have been something to remember. When the Roman youth ceased to be athletes and became voluptuaries content to be mere spectators of contests in physical prowess, the sceptre passed from hands that had become too weak to be doubled into fists. Barbarians from Danubian forests exercised the power but not the moderation of Augustus. The English, a virile and conquering race, naturally combative, yet careful and even scrupulous about human life, and averse from bloodshed, have for ages loved to settle with fists those disputes which in fiercer races like the Celtic or Latin too often ended in blade-drawing. When duelling began to go out of fashion among the gilded youth, a passion for the "noble art of self-defence" by the scientific use of the fists came into vogue, and a young gentleman of fashion who could not "put up his dukes" was regarded as a milkop. Nowadays ordinary young Englishmen rarely have occasion to use their fists in anger after they are fourteen or fifteen years old, but most of them can give a good account of themselves, with or without gloves. And for that reason perhaps we all enjoy seeing a fine glove fight between brave men on fair terms. We dislike the brutalities of the prize fight bare-fisted, and can confidently brave any sneer which might be directed at us on the score of softness. The ordinary cultivated young Britisher of George V.'s time would be able to stand up to any ordinary hawbuck of George IV.'s days. If we like less "bluiness" with our fists than our ancestors did, we are just as keen as they were on having everything fair and square and above board. We wish our American friends to understand that in the criticism which we are bound to express of certain aspects of the "ring" on their Continent, we are in no way casting a slur on their great Nation. But the truth is that a certain class of undesirable in America have ruined the ring. The yellow section of the trans-oceanic press, too eager to pander to any popular taste however depraved, have identified themselves with this class. Witness the truly sickening columns of that press on the over advertised prize-fight between a negro boxer called Johnson and a white American called Jeffries. This negro appears, from interviews which are constantly being published in the newspapers, not only to talk too much, but in a tone different from that of another black fighter of past days, viz., that stony-headed sinner, Peter Jackson, who whether interviewing newspaper men, or in private life, was most modest and unassuming in speech and manner. We remember him with regret when we read the bragging of his unworthy successor. As for the bluff and brag and bluster of the white man Jeffries and his adherents, we are almost driven by it to wish the nigger might beat him after all—if they ever do fight, and if they fight fair, or are allowed to fight fair.

## Opium Monopoly.

CANTON TRADE PARALYSED.

HEAVY SLUMP IN LOCAL MARKET.

BRITISH MERCHANTS' PROTEST INEFFECTIVE.

Our correspondent in Canton informs us that, on the 7th inst., the opium monopoly began to be put in force. The monopoly, as previously reported, was granted by the Provincial Government to Kwong Wing Yuen, a prominent firm of raw opium dealers, of whom Leung Chiu-tung holds official rank. Seven and a half dollars per ball of foreign raw opium must be paid to this firm by every purchaser of imported raw opium in the two Kwang Provinces. This increases the taxation on every chest by \$300. Native dealers, who were buying freely from this market a week ago, now dare hardly buy at all. Every purchaser of the raw drug, no matter from whom he purchases it, must have a permit from the Kwong Wing Yuen. This monopoly enables that firm to charge exactly what they please for imported opium. Two months ago this monopoly was to have been in force, but it has been delayed till now. The delay emboldened the native dealers to buy, as they believed the monopoly had been allowed to drop. They bought six hundred chests from Hongkong during last Friday and Saturday, the 2nd and 3rd inst., at increasing prices. During these last two months the price had fallen by \$1,000 a chest, but last Saturday it rose to \$1,035, and more new orders were coming in. Without warning the monopoly was sprung on the dealers and became operative from the 7th inst. Of course, this has completely demoralized the market, and the dealers can not take delivery of what they have contracted to buy. They bought at a certain price, say \$2,035. Now they are called upon to pay an additional \$300 per chest to Kwong Wing Yuen for a so-called "licence" to sell opium again to anybody, or to prepare it. The result is simply that no foreign opium can be imported to the two Kwang from Hongkong except at the monopolist's price, and as that is ludicrous, the trade is paralysed.

The Government of India sold all this opium to the dealers. There are 4,000 chests of it in Hongkong, and counting the total here and in India there are 15,000 chests of Bengal opium in stock of an assessed value of over three million sterling. All this stock must remain unaltered for a considerable period of time or if promptly sold must be sacrificed at a great loss. In either case the next auction of opium in Calcutta will be very considerably affected, and the Indian revenue will suffer acutely. Not only will the Indian revenue be penalized by this violation of Treaty, but the importers, and therefore the trade of Hongkong, for it simply means the gravest damage to this business. The insurance companies here will feel the difference, and the shipping firms will experience loss of freight. Bankers too will lose. And who will be the better for it? Nobody, least of all anybody in Hongkong, which would be losing the turn over of about eighty-four million dollars a year were the opium trade to cease altogether.

We must remind our readers that the additional tax levied by this sudden enforcement of an illegal monopoly has been vigorously protested against by British merchants, and that only last year the Chamber of Commerce of Hongkong succeeded through the kind offices of the British Consul-General in Canton in getting it suppressed. As long ago as 1902 this same illegal levy was stopped at the instance of the Consul-General, supported by H. B. M. Minister in Peking. It is only now, at last, that the Chinese have succeeded in what is no less than a repudiation of their Treaty obligations. This is a tax levied on raw opium imported into China, and for the Chinese to call it a "prepared opium licence" will not alter the fact. When the native dealer wishes to buy foreign opium in order to boil in into prepared opium he must go to Kwong Wing Yuen for a "permit" to buy. For this permit he has to pay at the rate of \$75 for every ball of raw opium he wants. This is calculated as follows. It is laid down that every ball of prepared opium must be made to pay 30 cents for "licence." To get this money, it is reckoned that so much raw opium will produce so much weight of prepared opium when boiled. According to this calculation, every ball of raw opium should produce \$75.

It is just as if the Government of England were to declare that raw cotton may not be taxed, but cloth may, and that one bale of cotton being calculated to produce when woven say 100 yards of cloth, and the tax on cloth being one shilling per yard, therefore every bale of cotton must pay 10 shillings tax. And then let the Government deny that cotton is taxed, and assert that merely the cloth is made into is taxed, and that therefore the consumer of cloth pays the tax; not the cotton importer! This is what the situation really amounts to. It is outrageously hard on importers, and a gross violation of Treaty.

11th Jan. 1902, under date May 21, says that plantation rubber is a very rare article in the Batavia market, notwithstanding the fancy prices offered for it.

ONE hundred members of the French Chamber of Deputies, fifty French Senators and one hundred and twenty-eight members of the Italian Chamber of Deputies have memorialized the Duma, urging it to preserve the Constitution of Finland.

The Danish nation has subscribed for a gold wreath to be placed upon the late King Edward's coffin. The wreath represents birch and oak leaves, and is attached to a large golden shield, on which is engraved the King's name, together with the English and Danish Royal arms. The completed wreath of the wreath and shield is 6 ft.

## BANKRUPTCY COURT.

The Bankruptcy Court at this morning, the Chief Justice, Sir Francis Pigott, presiding.

A BARRING-HOUSE THAT FAILED.

Re W. H. Embury.  
Mr. Hinds, who appeared in behalf of debtor, said that was a debtor's petition. At the instigation of the Bankruptcy Court, debtor was questioned by the Official Receiver regarding his affairs, from which it appeared that his wife was his partner in the business of the "Waverley" boarding-house at No. 43, Robinson Road. He asked for an adjournment in order to enable him to join debtor's wife with him and that had now been done. The assets amounted to \$715 and the debts to \$640. The assets consisted of a life insurance policy and a salary of \$50 a month, from which debtor was willing to contribute \$10 a month for the benefit of his creditors.

His Lordship—That would take two years! Mr. Hinds—Ten years, your Lordship. Of course, debtor might be able to improve his prospects in, which case he will no doubt increase his monthly contributions.

His Lordship—I have no jurisdiction as regards that. What is debtor's position?

Mr. Hinds—He's the manager of a shop. The Official Receiver (Mr. Fletcher) at this point informed the Court that debtor in his petition had mentioned a sum of \$2,500 in respect of some furniture which did not belong to him. It was possible that the life insurance policy also did not belong to him and that it was probably mortgaged on a greater scale.

His Lordship—Why was that done?

Mr. Hinds—The furniture was included in a bill of sale. The necessary amendment has now been made.

His Lordship—It's quite possible, Mr. Fletcher.

The Official Receiver—I've no objection. Of course, I shall apply to the Court to rescind the Receiver's Order in the event of non-payment.

A QUESTION OF COSTS.

Re Chan Luen.

Mr. Stevenson said that was an application regarding costs. The bankrupt was before his death the manager of the China Navigation Company and as such manager certain property belonging to the Company was vested in his name. As the property was required to be vested in the new Manager, Messrs. Deacon, Looker and Deacon applied for letters of administration. The widow at the time was staying in the country but at the request of the solicitors appeared in the Colony. The Official Administrator said that as the party was so grossly insolvent, no proceedings in bankruptcy should be allowed. He now asked for costs prior to the bankruptcy.

His Lordship—The only power I have outside bankruptcy proceedings is—Under what section are you making the application?

Mr. Stevenson—Under Section 59. Your Lordship has discretion in the matter.

His Lordship—What discretion have I?

Mr. Stevenson—Under Section 59.

The Official Receiver—I'm not inclined to oppose the application.

His Lordship—Oh?

The Official Receiver—If the application had been made before it would have been granted. There is no chance of a dividend being paid.

His Lordship—Where is the widow?

Mr. Stevenson—I don't know. She came down from the country to sign the petition and then went away.

His Lordship—You know her name?

Mr. Stevenson—I know her name.

An order was made by the Court that the letters of administration should be altered in the widow's name.

TEN PER CENT. PER MONTH.

Re C. Gomes.

This was a debtor's petition. Debtor stated he was a ticket-puncher on the Star Ferry which position he occupied for the last twelve years. His wages were \$1 a day and when not on duty he did not receive any pay. About three years ago, he was ill for a considerable period and was absent on duty, thus receiving no wages whatever. He was obliged to borrow money to keep himself and his family, consisting of a wife and two children. At first he borrowed \$35 but with interest and "fees" of promissory notes, the sum now amounted to \$300. He borrowed chiefly from Indian watchmen, with regard to Jagar Singh, he borrowed from him \$50 and handed a promissory note for \$70. He also borrowed two amounts of \$100 each and gave promissory notes for \$150. The rate of interest charged was ten per cent. per month.

His Lordship—Ten per cent. per month?

The Official Receiver—It's one of those cases where they fall in the hands of Indian watchmen. They usually charge more than that. Ten per cent. is rather reasonable (Laughter).

The public examination was closed and debtor adjudged bankrupt.

A VICTIMOUS NAME.

Re Lam Pak Ling.

The Official Receiver said that the Court should rescind the petition in that matter. Mr. Heit appeared for the petitioning creditor. The proceedings were improper from the commencement. The matter would take some time to go into and he asked his Lordship to fix a day to take the case. Mr. Potter would represent the petitioning creditor. The original application was made some years ago but for some reason or other the proceedings were dropped. The petition was presented by petitioner's brother, who alleged a fictitious name, the other party in the meantime keeping himself in hiding. The debts amounted to \$15,000. The Court at the time ordered an account to be taken between the date of the application and the date of the granting of the application. The account was duly paid over and it was found that the petitioner had no longer any interest in the Hop Kee firm. Debtor was a wealthy man and did business in partnership with his brother. There was only one debt of which petitioner tried to avoid payment from the beginning. He pointed out to his Lordship that the Court might on the re-

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presentation of any creditor rescind former proceedings.

His Lordship—I quite agree with you, but I don't see how an order can be rescinded, when once a dividend has been paid.

The Official Receiver—It's quite possible. The matter is to be heard in Chambers.

ASCENDING DEBTORS.

Re Kam Sun.

Mr. Grist said he appeared for the petitioner. An interim Receiving Order had already been made. Debtor had already suspended payment. The debts amounted to \$20,87 and the assets was a tailor's shop in Queen's Road of the value of altogether about \$12,500. The liabilities amounted to \$10,000.

## FOR RUBBER INVESTORS.

A USEFUL A.B.C.

We have received from the publishers a copy of the newly issued "A.B.C. of Rubber Planting Companies in Malaya"—a publication which is bound to prove of very great value to rubber investors. It has been compiled by Messrs. M. S. Parry and E. M. Muraour, the former of whom has had many years' experience as a rubber planter in the Federated Malay States. The object aimed at by the authors has been to give at a glance all the details required by intending investors.

As pointed out in the "A.B.C." it does not help the investor much to know the exact position of any given Company unless he is able to satisfy himself that it is better than others. Owing to the increasing number of companies the task of comparison can only be accomplished by wading through endless prospectuses. Simplification has been sought therefore by giving only the essential details of each Company.

UNIFORM LINES  
as nearly as may be. First of all, the nominal capital is given; issued capital comes next; all the classes of shares are clearly shown with options and time stipulations. Then follow the financial year and annual report (wherever possible), list of directors, secretaries and offices, locality of estate, planted areas, planting programmes for 1910 and reserve lands, and capitalisation per acre.

The main interest of the book lies, however, in the tables of comparison—an undertaking which the writers admit to be a very bold one, involving as it does the calculation of production, profits and dividends for the next seven years and such complex factors as the price of rubber and productions from Brazil. The seven years' basis is taken in the light of recent statistics, many Companies having taken over estates where little is planted, and also because a seven years' purchase is generally adopted in the valuation of estates.

The book is handy in size, its contents are alphabetically arranged, and there is much useful information embodied in the general introduction.

[The A.B.C. to Rubber Planting Companies in Malaya, their possible production, profits and dividends for seven years. By M. S. Parry, Director Kuala Lumpur Rubber Company; Societe Financiere des Caoutchoucs, etc., and E. M. Muraour. Two shillings net. London: Fred. C. Mathison and Sons, 16, Copthall Avenue, E. C. Kelly and Walsh, Ltd., Hongkong.]

## THE "SHUI ON" CASE.

FURTHER EVIDENCE.

Before Mr. Justice Hazeland, Acting Police Judge, in the Summary Court this morning, the case was resumed in which Wong Fong Ng, complainant, sought to recover from Capt. A. A. Johnson, Master of the *Savi On*, the sum of \$1,000 as damages for alleged assault and false imprisonment. Mr. Eldon Potter, instructed by Mr. C. G. Alexander, instructed by Mr. W. E. L. Shenton, was for the defendant.

The defendant was re-called to the witness-stand.

Mr. Potter—The men who came to the bridge were not first-class passengers?

Defendant—No.

Capt. G. Williamson, Master of the Government tender *Sillongay*, was the next witness. He stated that on the day in question the plaintiff was very rowdy. From what he could make out of him, he was inviting the Captain on to the wharf to have a fight. He kept waving his hands about and used abusive and threatening language towards the Captain. Every time an Indian policeman asked the plaintiff to go with him to the Police Station he asked him who he was.

Mr. Potter—Do you understand Chinese?

Witness—A little.

Mr. Potter—You understand Chinese sufficiently to know that the plaintiff was using abusive language towards the defendant?

Witness—Yes.

Will it surprise you to hear that plaintiff was wrongfully arrested?—No.

Do you think if a European was arrested by an Indian policeman he ought to go quietly to the Police Station?—Yes.

Take your own case. Supposing you were arrested by an Indian constable, would you proceed through the streets without a murmur?—Yes.

You would?—Yes.

Mr. Weatherhead, Chief Officer of the *s.s. Shin On*, gave corroborative evidence.

Further evidence was called and the case adjourned.

## LOCAL AND GENERAL.

The Executive Council advise that Swatow has been declared free from infection.

Two natives were each awarded 3 months' hard labour and four hours' stocks at the Magistrate to-day for stealing four tins of paint from a store.

The visit of Emperor Francis Joseph of Austria-Hungary to Bosnia and Herzegovina has been a great success. The population heartily welcomed him. His Majesty everywhere, appreciating the manner of bidding defiance to serious fatigue for the purpose of acquainting himself with his people.

A PYTHON measuring well over 25 feet in length has been killed near the "Kau Kong" Amine (Kluat Association, Ltd.) among some at-tapa. When the carcass was opened, a good weighing over 50 catties, and several fowls and rats were found inside. The skin and the head were sold.



## Rival Canton Routes.

## RAILWAY &amp; WATERWAY.

[By Our Special Contributor.]

Judging by the most recently published remarks on this subject in the *Telegraph*, it at once becomes apparent that the steamboat companies look upon the possible rival of the Kowloon-Canton Railway as something more than a mere bogey. One can even detect a sign of "Nerves" in the strenuousness with which the partisans of the steamship concerns insist upon their priority of claim to a continued monopoly of the Canton traffic. In their eyes, the railway seems to be an interloper—a ravenous *belles nées* seeking what vested interests it may devour.

It is no doubt only natural and human for a person or a body of persons to look with unconcealed disfavour upon any new trade enterprise that threatens to encroach upon a field of operations which has hitherto been considered to be his or their exclusive preserve. As regards the attitude of the riverboat companies towards their new railway rival, one might describe it, as that of the duellist "On guard." Certainly the introduction of this new trade route to Canton has caused

A FLUTTER IN THE DOVECOOTS of the river interests. But surely the steamboat companies are evincing a tendency to cry out before they are hurt. Opposition is the soul of trade, and the advent of a trade rival has necessarily to be met by energetic measures on the part of those whose citadels of advantage are about to be assailed.

The steamboat companies appear already to suit indications that the weight of Government influence may be thrown into the scale in favour of the railway against the river steamers. It is solemnly put forward as "just conceivable" that the Government might harness the steamship companies more so than at present by increasing the burden of port dues and otherwise adding to the working cost of the steamship traffic.

Surely such a suggestion is on the face of it absurd. This is a case not merely of meeting trouble half-way but of imagining trouble where none exists. Again, the steamboat companies are up in arms at once when it comes to a question of the running of SUNDAY TRAINS.

Under the Maritime Regulations, river steamers are not allowed to enter or clear from Canton on Sundays, so it follows that the railway would obtain a signal advantage were the running of Sunday trains permitted. And why in the name of wonder should they not be permitted? If this privilege is granted, the steamboat companies declare they will not take it lying down "but will even go so far as to invoke diplomatic intervention to secure equality of treatment." And quite right too!

Again, if night trains are put on the run, it may be taken for granted that many passengers who would otherwise travel by the night steamers will use this means of conveyance if sufficient inducement be offered in the way of rapidity of transit, cheapness of fares, and baggage allowance. In the event of such a service being established, it may hasten the inauguration by the steamship companies of a DOUBLE RUN

in the twenty-four hours. It is of course a matter of common knowledge that the Maritime Regulations preclude a steamer from entering and clearing from Canton twice in the course of one full day. But it must not be considered for a moment that it is laws enacted by the Imperial Maritime Customs are as immutable as those of the Medes and Persians.

Canton was at one time a closed port. It is not so many generations ago that its barriers were demolished. With the flux & reflux of the "River Privileges" accorded to foreign shipping have been widened in scope. Nor is there any reason to doubt that in time to come the Customs regulations will be still further relaxed should the exigencies of the river traffic demand it.

It would indeed be a striking instance of the ironical tricks of Fate should the steamboat companies secure an extension of their privileges through the unintentional instrumentality of the railway administration. Yet this is by no means a remote possibility. For whether a Sunday and a night service of trains is opened at once after the railway begins running, it is morally certain that the right to do so will be provided for.

IN THE COMPACT entered into with the Chinese Government. The granting of such privileges would undoubtedly be detrimental to the interests of the steamboat owners and would virtually amount to preferential treatment. To the writer, it seems that if the companies oppose the concession of those extended privileges to the light and acetic, inimically to the common interests of the trading and travelling public.

But by all means let the steamboat companies insist upon equal privileges being granted to themselves at the same time. Their claims to equality of treatment are substantial and require no bolstering to avail. Nor is there much reason to fear that their interests will be allowed to suffer in the long run. It is hardly conceivable that the Customs authorities will disregard the companies'.

REASONABLE DEMANDS, considering the important position which their shipping holds in the Canton river trade. Over and above this, it is certain that additional weight will be lent to any representations they may make by reason of the fact that a "combine" has been formed to protect the shipping interests, and an expression of views emanating from such a united force should prove adequately potent without recourse to diplomatic intervention with its inevitable vexations and delays.

So far as the amenities of travel and the facilities for carriage of freight are concerned, the railway administration will have to work out their own salvation. It may be years before it gets settled on a paying basis, it may never at all encroach upon the steamboat companies' trade. For the general public, the chief fact remaining is, that the railway affords a useful new line of transit through British Territory hitherto unexploited, and that it is likely to prove of great importance in future years in securing the stability of British prestige in China.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## KOWLOON BRITISH SCHOOL.

To the Editor of the "HONGKONG TELEGRAPH." Dear Sir,—As a British Mother with a child at the above school I should like to state that my child was placed there about two years ago and was then, owing to varied circumstances, much further behind than the average child at the school. With a little assistance regularly with the home lessons and the individual attention received at school I was delighted when I found at the end of the session that my child was almost on a par with the others and passed the examination successfully.

As to school hours. In the winter months when there are no compulsory holidays the school is open 5 days per week for 5 hours a day, i.e. 25 hours. In the hottest month there are 24 hours per week of 5 days. Therefore suppose we have one day off in a particular week in one of the hottest months there still remain 16 hours' schooling.

This is not including an extra hour almost every day personally given by the Headmistress, who judiciously keeps some scholars behind to thoroughly understand and finish whatever work they have been unable to get through in the regular time allotted to the others. The said teacher could without compunction close at the stipulated time, but for several years has been accustomed to thus voluntarily to give extra attention to the pupils, and now, having been promoted to be head teacher only last month, continues this energetic and unselfish practice. I feel it my duty to contradict the statement made by "British Pater" about only nine hours' teaching in the week previous to his letter. Your comment about Empire Day reflects therefore on his statement, not on the school, for that week sixteen hours' work were done by all and by some of the scholars with the head teacher, twenty hours. The number of hours' work during the summer is regulated by the Government order which will not allow European children to work for too long in this hot weather. The children begin school at nine o'clock and with a short interval for a light lunch at eleven continue till one—and some of them remain till after two o'clock under the personal tuition of the head teacher. I am inclined to think the hours in hot weather quite long enough. As to its being an expensive school this would require being gone into at great length. Suffice it to say that we are all aware of the fees charged when we agree to send our children there, and we do so as it is entirely a school for foreign children and taught exclusively by British teachers. There is an alternative for those who consider the fees excessive. A very good school of mixed classes taught by the best of teachers, very much cheaper and quite accessible, is the Italian Convent in Kowloon. I think you ought to know these facts, and that you should do justice to the Headmistress, who has only been in charge for one month, but whose capable teaching and unwearied diligence have earned the appreciation of many parents, and of—

Yours truly,  
A BRITISH MOTHER.  
Hongkong, 9th June, 1910.

BERI-BERI IN THE PHILIPPINES.

ACTIVE CAMPAIGN AGAINST THE SCOURGE.

The Philippine Government is the first in the world to take the initial steps in a general movement to stamp out beri-beri, the most destructive of eastern diseases, by prohibiting in all its institutions the use of white or polished rice, a common cause of which has been proved conclusively to be the cause of the disease, says the *Manila Times*.

Until recently beri-beri had baffled the most learned scientists, and a study of the disease for centuries seemed to be, but time wasted except that it led to recent discoveries which have revolutionized the treatment of the disease and hold out hopes of its complete eradication.

It was discovered that the disease is caused by eating rice from which the pericarp or outside covering has been removed. The pericarp contains phosphorus, the lack of which in the daily diet causes beri-beri.

In view of these discoveries, Dr. Victor G. Heiser, director of health, recently addressed a communication to the Governor General recommending the discontinuance of the use of white rice in all institutions, and before leaving Baguio the Governor General approved the plan and issued an executive order which, it is believed, will have the effect of discouraging the use of white rice throughout the islands and the gradual eradication of the miasma to a better understanding of the way to combat beri-beri successfully.

The executive order, a copy of which has been sent to all health officers and presidents throughout the islands, follows: In view of the fact that the Director of Health has reported to the undersigned that for some years past considerable experimental evidence has been obtained that beri-beri was caused by the consumption of certain kinds of rice, has become available, and that at the recent meeting of the Far Eastern Association of Tropical Medicine held at Manila, Doctors Fraser of Singapore, Aron of the Philippine Medical School, and Hight of Siam, produced additional evidence that showed almost conclusively that beri-beri can be caused by the continuous consumption of polished rice, and in view of the further fact that much beri-beri has been encountered in the past in government workshops, in prisons, and in other public institutions; upon the recommendation of the Director of Health and the Honourable the Secretary of the Interior, the use of polished rice in all public institutions is hereby forbidden.

All Insular, provincial and municipal officials having control of public institutions, such as workshops, prisons, and so forth, are hereby directed to see that the provisions of this executive order are complied with in the institutions under their control.

THE DREDGER "ST. ENOCH."

TOWED INTO SHRETLER.

## HONGKONG GYMKHANA CLUB.

## THIRD MEETING.

The programme of the third meeting to be held at the Happy Valley, on Saturday, 9th prox, (weather permitting), is as follows:— 3.30 p.m.—"A CLASS" OF ONE ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Provided there are 12 entries, the race will be split up into higher and lower divisions by the handicappers to whose discretion the classification of the ponies will be left. 1st prize: Two cups presented by and for Classes A and B respectively. 2nd prize: \$15 each. Entrance fees to go to the respective winners.

3.30 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 3 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, and prize \$15. (Half entrance fees to go to winner.)

4.10 p.m.—"B CLASS" OF ONE ROUND FLAT RACE HANDICAP.

4.30 p.m.—TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season and trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each—each team \$3.

The committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the committee shall appoint a substitute.

5.40 p.m.—LADIES NOMINATION. 5 FURLONG FLAT RACE.—For China ponies, subscription griffin of the season 1909-10 and bond *de jure* ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. No pony to be scratched after entry, except on account of sickness.

When entering for this event competitors are requested to give lady nominator's name. Owners must provide a rider to correspond with each pony entered by him. The name of riders must be communicated to the honorary secretary two days before the date of Gymkhana. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

6.50 p.m.—ONE AND A QUARTER MILE FLAT RACE.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: Presented. 2nd prize: \$15. (Entrance fees to go to winner.)

THE DREDGER "ST. ENOCH."

TOWED INTO SHRETLER.

The Government dredger *St. Enoch*, which has been at Kowloon Dicks for a complete overhaul, is now lying at Yau-mai Bay. The dredger was towed into the bay yesterday by the *Stamby*. Owing to the advent of the typhoon season she was taken round to a position of safety, where she will be absolutely sheltered in any severe gale. The experiences of former typhoons when the *Canton River* foundered in front of the Hongkong Club and the *St. Enoch* was piled up high and dry on the sandy beach of Shaikwan last year, sojoin greater precaution against similar accidents in the future.

THE *Saigon Opinion* notes the arrival of several Japanese traders there on the look out for business openings, and for opportunities of carrying on an industrial undertaking on a large scale. They have an open field owing to the flightiness of French capitalists who do not care to sink money in industrial enterprises in the Colonies.

THE world's youngest grandmother has been discovered at Richmond, Indiana, in the person of Mrs. Everett Parker, who is now 28. Mrs. Parker was married when 14. Mrs. Parker's great great grandmother is still at the age of 70, and to the baby just born to her daughter can boast the possession of a great great great grandmother.

## COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	6/3
Anglo-Java	11/16
Anglo-Malay	27/6
Balioonies	—
Batu Tiga	—
Bertams	8/6
Bukit Kajangs	—
Bukit Rajahs	—
Carey Uniteds	22/6 prem.
Cassfields	105/
Changkat Serdangs	518
Cheras	516
Damansaras	150/
Eastern Internationals	32/6 prem.
Fed. Selangors	—
Glenagals	5/3 sellers
Glenahills	—
Goldconas	117/6
Golden Hopes	—
Highlands and Lowlands	125/
Inch Kenneths	535
Jequies	—
Jonglandors	—
Kamunings	7/1 prem.
Kuala Lumpurs	180/
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	80/
Langkats	57/
London Asiatics	3/9
London Ventures	7/6
Merrimans	—
Pejams	—
Pegohs	518 sellers
Rubber Trusts	550 sellers
Saggas	52/6 prem.
Sandycrofts	537
Sapongs	—
Seafields	—
Sekongs	30/ prem.
Shelfords	68/6
Singapore & Johores	520
Sumatra Paras	121/
Sungai Chohs	105/
Sungai Kapars	106/6
Tandjongs	—
Tangkals	519 prem.
Toragongs	7/6 prem. nom.
Ulu Rans	—
United Serdangs	120/
United Singapore	5/3 sellers
United Sumatras	101/
United Langkats	—
Para Rubber	9/1 per lb.

ALMA ESTATES.  
Messrs. Hugo Reiss and Co., secretaries of the Alma Estates, Ltd., announce that the output of Rubber from the Company's Estates for the month of May was 600 lb.

## RUBBER SUPPLIES SHORT.

A RISE TO FIFTEEN SHILLINGS QUITE POSSIBLE.

We are not responsible for the optimism of the *Financial* representative who writes on the recent fall in these very optimistic terms:—

In the words of a prominent *Ming-poo* buyer, when rubber went from 11s. 6d. to 12s. 6d. those who bought it were gambling, because at that time it was not worth it. It may, and probably will, be worth 15s. a pound in a few weeks, and, if so, the manufacturers will pay it, because nobody has any stocks. But when it bounced up to 12s. 6d. the manufacturers, instead of laying in his extra amount, and putting it in his store-rooms, worked on what he then had, and is still working at it, scraping the floors of his store-rooms for every spare ounce of rubber he can find there. It is to be observed, however, that the rubber that was offered on Tuesday was plantation rubber. Between last Tuesday and the previous sale, a fortnight before, Para rubber had dropped 2s. in price; but the plantation companies would not come down in the price by that amount, hoping that plantation rubber would command its own high level. The buyers did not take that view, and the consequence is that they refused to buy. Actually, the position of the supply of the commodity has not altered one iota.

VISIBLE SUPPLIES.  
The visible supplies of Para at the end of April were 3,250 tons, that is to say, 600 tons lower than last year, and about 2,000 tons lower than in 1908. Of this 3,250 tons, 1,470 was on ships coming to Europe, 1,280 was in Liverpool, and, so far as the American supply was concerned, there was only 80 tons in New York and 120 tons in the way to New York. The American demand has to be satisfied, and these figures mean that there is an actual and very real rubber famine in America. The Americans do not—indeed, it is hardly to be expected that they should—relish this position. But the policy of the average American manufacturer is frequently that of the ostrich. He shuts his eyes to the famine and tries hard to think that this disposition of the famine.

Within a few weeks, to use a classic phrase it looks as if the American manufacturer will be caught bending. Living from hand to mouth as he unquestionably is, he must buy rubber, and that quickly. He must buy plantation rubber because in another three weeks he will not get any rubber from Brazil until September comes owing to the fact that the Amazon River is not navigable.

A SHORTAGE IN SIGHT.  
What, then, is the out-look for plantation rubber? At the end of April there were less than 500 tons in sight. Add to this, and to the 3,250 tons of Para, the 1,440 tons of medium Brazilian (caucho) rubber that were in sight last Saturday, and the Ceara, Accra, Bassam and others. The result, self-evident, is that the amount of rubber waiting to be sold is less than a month's contribution to the world's demands, and the manufacturers are faced with a three months' shortage from Brazil.

So much for the immediate out-look. Plantation rubber may be worth at this instant not more than 50s. 6d. In another six weeks, with the shortage above indicated, it will be worth more. Whether we shall see that 15s. a pound that has been spoken of depends on how badly the manufacturer needs it. In America he is now making his golden and overcomes for the water, and it looks, therefore, as if he will need rubber very badly, and that very soon.

## To-day's Advertisements.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer  
"ARCADIA"  
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., at 11. Monday.  
From Calcutta, at 11. Tuesday.  
From Persian Gulf, at 11. S. N. and B.  
& P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th June, 1910.

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 85.

(Wreck of Stone Junk in Canton River.)

NOTICE is hereby given that a junk, laden with stone, lies sunk in the Canton River. Her mast shows above water, but may at any time be carried away by the force of the sea or current.

From the wreck South end of Lanik bears west, and East end of Chuepui bears N.W. by N. Bearings magnetic.

Steps are being taken for the removal of the wreck.

ARNOLD HOBSON,  
Acting Harbour Master.

Harbour Master's Office,  
Imperial Maritime Customs,  
Canton, 8th June, 1910.

Approved:  
(Signed) J. F. OISEW,  
Commissioner of Customs.

[431]

## TO LET.

GODOWNS IN HOLLAND STREET and DOUGLAS LANE, Kennedy Town.

Apply to—

CHATER & MODY.

Hongkong, 9th June, 1910.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 10th June, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE QUANTITY OF

MANILA CIGARS,

from the "La Filipina" Cigar Factory,—

4 Cases LONDRES, 9 Cases PERFECTOS,

1 Case CASA BLANCA, 2 Cases FAVORITOS, ESPECIALES, REGALIA MANILA, &c., &c.

ALSO

A number of Valuable OIL PAINTINGS

by FRENCH ARTISTS.

TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 9th June, 1910.

## Events Coming.

Friday, 10th June.

Japanese Naval Sports, Happy Valley.

Saturday, 11th June.

Buffet Band Concert, Botanic Gardens, 9 p.m.

[432]

## DO NOT HESITATE,

but call at H. PRICE and Company's Establishment when you require any

ALES,

STOUTS,

PORTS,

CLARETS,

BRANDIES,

WHISKIES,

or anything else in the way of Liquors, Cigars, Cigarettes, etc.

H. PRICE & CO., LTD., represent ONLY the

VERY BEST Houses, consequently the public can rely on getting the best

value for their money.

H. PRICE & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

12, Queen's Road Central, Hongkong.

Telephone No. 155.

Writing, 9th June, 1910.

[433]

## Intimations.

THE  
DAIRY FARM CO.,  
LIMITED.

Choice Australian  
BEEF, LAMB, MUTTON,  
and RABBITS.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated Waters are used in the manufacture of our beer.

Purity guaranteed.

Note Price List:—

"ASAHI" & "SAPPORO"

Beer,

(per case 4 doz. qts.)

\$12.00

per case 3 doz. pils.

\$13.50

To be obtained at all Retailers.

[44]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask or Factory.

In Bags of 50 lbs. net \$3.45



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPERESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPERESS OF INDIA" SATURDAY, JULY 16TH.	"EMPERESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPERESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPERESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPERESS OF IRELAND" FRIDAY, SEPT. 23RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £45/-

Via New York £45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI, KOBE & MOJI	"ROOKSANG"	FRIDAY, 10th June, Noon.
TIENSIN via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
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SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI via WEIHAIEI	"CHONGSANG"	FRIDAY, 10th June, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Chongsang" and "Rooksang" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

Telephone No. 315, Hongkong, 9th June, 1910.

JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	12th June Daylight.
MAHUA	"KUEIOW"	14th " 3 P.M.
CHENGFOO & TIENSIN	"KUEIOW"	14th " 4 P.M.
SHANGHAI	"KUEIOW"	14th " 4 P.M.
CHENGFOO & TIENSIN	"KUEIOW"	14th " 4 P.M.
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CHENGFOO & TIENSIN	"KUEIOW"	14th " 4 P.M.
SHANGHAI	"KUEIOW"	14th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES, Single and return, through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chanan, Linan, Chuanan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading, to all Yangtze and Northern China Ports.

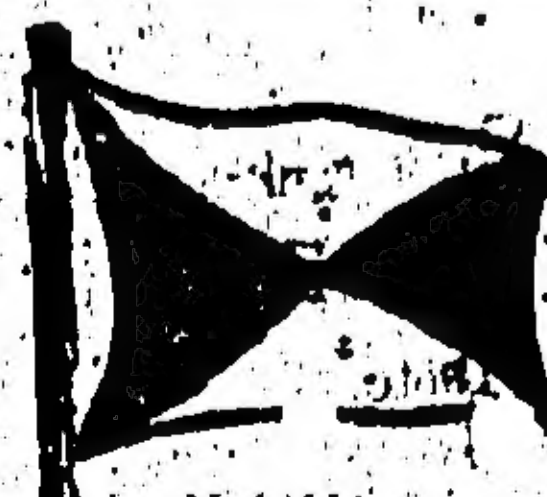
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 16, Hongkong, 9th June, 1910.



## HONGKONG—MANILA.

## CHINA AND MANILA.

STEAMSHIP COMPANY, LIMITED.

Ship	Tonnage	Class	Port	Sailing Date
RUBI	1,400	A. Frater	MANILA	SATURDAY, 11th June, at Noon.
LAPELO	1,400	R. Rodgers	MANILA	SATURDAY, 11th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th June, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata		WEDNESDAY, 20th June, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SHOSHU MARU" Capt. —	WEDNESDAY, 23rd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOOSHONG	"BUJUN MARU" Capt. —	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "SHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th June, 1910.

T. ARIMA, Manager.

Hongkong, 9th June, 1910.

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## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYP, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA, CAL and SOUTH AFRICAN PORTS.)

THE Steamship

"ASAVE"

Captain Owen Jones, R.N.R., carrying the Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, 12th June, 1910, at 11 noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Persia, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mails steamers proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Oceana, due in London on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignee's and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th May, 1910.

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## SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	Reserve \$1,500,000 \$15,00,000 \$150,000	\$2,023,978 \$2.50 for half year ending 31.12.09 @ ex 1/2 = \$15.11	4 1/2 %	\$945 sellers \$935
National Bank of China, Limited .....	90,925	7	6	4,000 \$10,000	\$30,550 \$2 (London 3/6) for 1909	...	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$250	\$50	11,500,000 \$14,581 \$302,791 \$115,000	none \$10 for 1908	6 %	177 1/2
North China Insurance Company, Limited .....	10,000	15	15	11,225,000 Tls. 225,000 Tls. 225,000 Tls. 225,000	Tls. 207,573 Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton .....	12,400	\$250	\$100	10,000,000 \$19,348 \$105,449 \$71,855	\$287,084 Final of \$10 per share, making in all \$10 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$825 sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	\$77,087 \$12 and bonus \$3 for 1907	7 %	\$205
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$550,343 \$101,108	\$4,840 \$6 and bonus \$2 for 1908	7 %	\$115
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,400,000	\$426,218 \$27 for 1908	8 %	\$347 buyers
<b>SHIPPING.</b>							
China and Malacca Steamship Company, Limited .....	30,000	\$15	\$15	\$7,743 \$250,000 \$100,000 \$250,000	Dr. \$3,717 \$1 for 1908	...	\$7 1/2 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$250,000 \$250,000 \$250,000	...	...	\$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$10,500 \$103,545 \$10,106	120,760 Final of \$1 1/2 for account 1910	8 %	\$10 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	15	15	\$10,000 \$240,000 \$240,000	113,755 \$6/- for 1907 on Preference shares only @ an 1/2 11/16 = 33.154	...	\$70 sellers
Do. Do. (Deferred) .....	60,000	15	15	\$240,000 \$240,000 \$240,000	113,755 \$3rd in. of 1/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	93/- buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	1	1	\$70,000 \$1,000,000 \$71,550	102,094 A dividend of 7 % for 1907 ending 30.1.1910 A bonus of 5 %	4 1/2 %	\$74
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$71,550 \$62,081	\$1,159	3 1/2 %	\$14 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$520,000 \$83,680	Dr. \$8,090 \$10 per share for 1909	5 1/2 %	\$170 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135,803 \$2 for 1907	...	\$26 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 6.04 Tls. 10 for year ending 30.6.1908	...	Tls. 950 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	1	1	\$215,000 \$24,390	1,435 Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company .....	60,000	10	10	none	none	...	...
Ranch Australia Gold Mining Company, Limited .....	150,000	1	1	\$4.78	Dr. 4.101 \$1 per share 13th dividend	5 %	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd. ....	50,000	1	1	none	none	...	35/-
Docks, Wharves & Godowns .....	50,000	1	1	none	none	...	...
Feawick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$25,275	Dr. \$8,460 \$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$50	\$50	\$550,000 \$3,093 \$40,000	\$264,847 \$2 1/2 for 1909	4 1/2 %	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$50,000 \$22,000	\$12,755 Interim of \$1 1/2 for account 1909	...	\$58 sellers
Shanghai Dock and Engineering Co., Ltd. ....	\$5,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6.26 Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited .....	\$5,000	Tls. 100	Tls. 100	Tls. 607,357 Tls. 100,000 Tls. 121,000	Tl. 9.222 Final of Tls. 4 for 1909	7 %	Tls. 122
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4.314 Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited .....	50,123	\$15	\$15	\$7,500	\$24,541 \$1.20 on old and 60 cents on new shares	...	\$16 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$600,000 \$10,000	\$1,277 \$1.60 on old shares and 1.50 on new shares	...	\$107 1/2
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$500,000	\$27.91 Interim of 3/- for account 1909	6 1/2 %	\$103 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$200,000 \$25,000	\$5,471 45 cents for 1909	6 %	\$8 1/2 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$2.9 \$2 1/2 for 1909	8 1/2 %	\$3 1/2 buyers
Shanghai Land Investment Company, Limited .....	75,000	Tls. 50	Tls. 50	Tls. 1,250,000 Tls. 30,000	Tls. 63,966 Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 110
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,958 Final of \$1.80 for account 1909	8 1/2 %	\$40 sellers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. 20,091 Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 150 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	Tls. 40,000 \$2,000	\$9,551 50 cents for year ending 31.7.08	8 %	\$8 1/2 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 475,000	Tls. 8.372 Tls. 7 1/2 for year ending 30.6.09	12 %	Tls. 61
Luen-tung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 4.829 Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 21,273	Tls. 31,273 Tls. 25 for 1909	10 %	Tls. 250
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	8,604	12 1/2	12 1/2	\$1,100	\$648 15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited .....	60,000	\$15	\$15	\$90,000	Nil 60 cents for 1909	6 %	\$10 1/2 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	none	\$6,138 0 cents for year ended 31.3.06	...	\$1 1/2 sellers
Do. Do. special shares .....	50,000	\$10	\$10	none	...	...	...
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$100,000 \$1,000	\$2,602 80 cents for 1909	9 %	\$1.30 sellers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1.89 \$1.20 for year ending 31.7.09	6 1/2 %	\$19 sales
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$12,000	\$4,290 Final of 40 cents making in all 7 1/2 cents per share for 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited .....	12,000	\$10	\$10	\$5,000	\$670 80 cents for year ending 31.12.09	6 1/2 %	\$12
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	none	\$11,798 A dividend of \$1.20 per share and a bonus	6 %	\$40 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$125,000	\$9,176 Final of \$8 for 1907	6 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	\$600,000	\$9,176 Final of \$1 making in all \$1 for 1907	9 %	\$27 1/2 sellers
Matchless, Ltd. (Mitsui Bussan Kaisha, Ltd. agents) plotted in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 347,500 Tls. 6,254	Tls. 316,682 4th interim of Tls. 1 1/2 for 1909	5 %	Tls. 1,400
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$20,000	\$3,014 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.1.10	5 1/2 %	\$14 1/2
Peak Tramways Company (new) .....	50,000	\$10	\$10	none	...	...	\$14 buyers
Philippine Company, Limited .....	75,000	\$10	\$10	none	...	...	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250 Final Tls. 5 making Tls. 3 for 1908	2 %	Tls. 240 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$11,006 40 cents for year ending 31.3.09	8 %	\$25 buyers
Steam Laundry Company, Limited .....	20,000	\$25	\$25	none	\$63 60 cents for year ending 31.12.09	8 %	\$8 sellers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$10,000	\$4,290 60 cents per ord. share for year ending 31.5.09	5 %	\$12 1/2 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	\$100,000 \$5,000	\$2,613 Final of 30 cents for 1908	6 1/2 %	\$6 buyers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	none	\$783 Final of 30 cts. making 80 cts. for the year ended 30.6.1909	...	\$3 sellers
William Powell, Limited .....	15,000	\$7	\$7	none	...	...	...
Societe des Papiers et Papeteries du Tonkin .....	1,200	50	50	none	none	...	\$35 sellers

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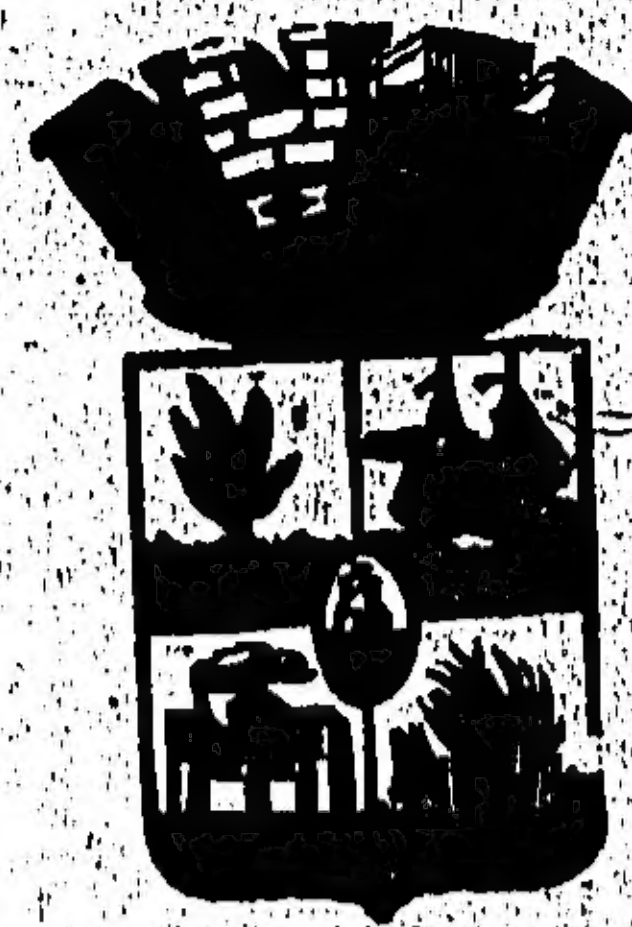
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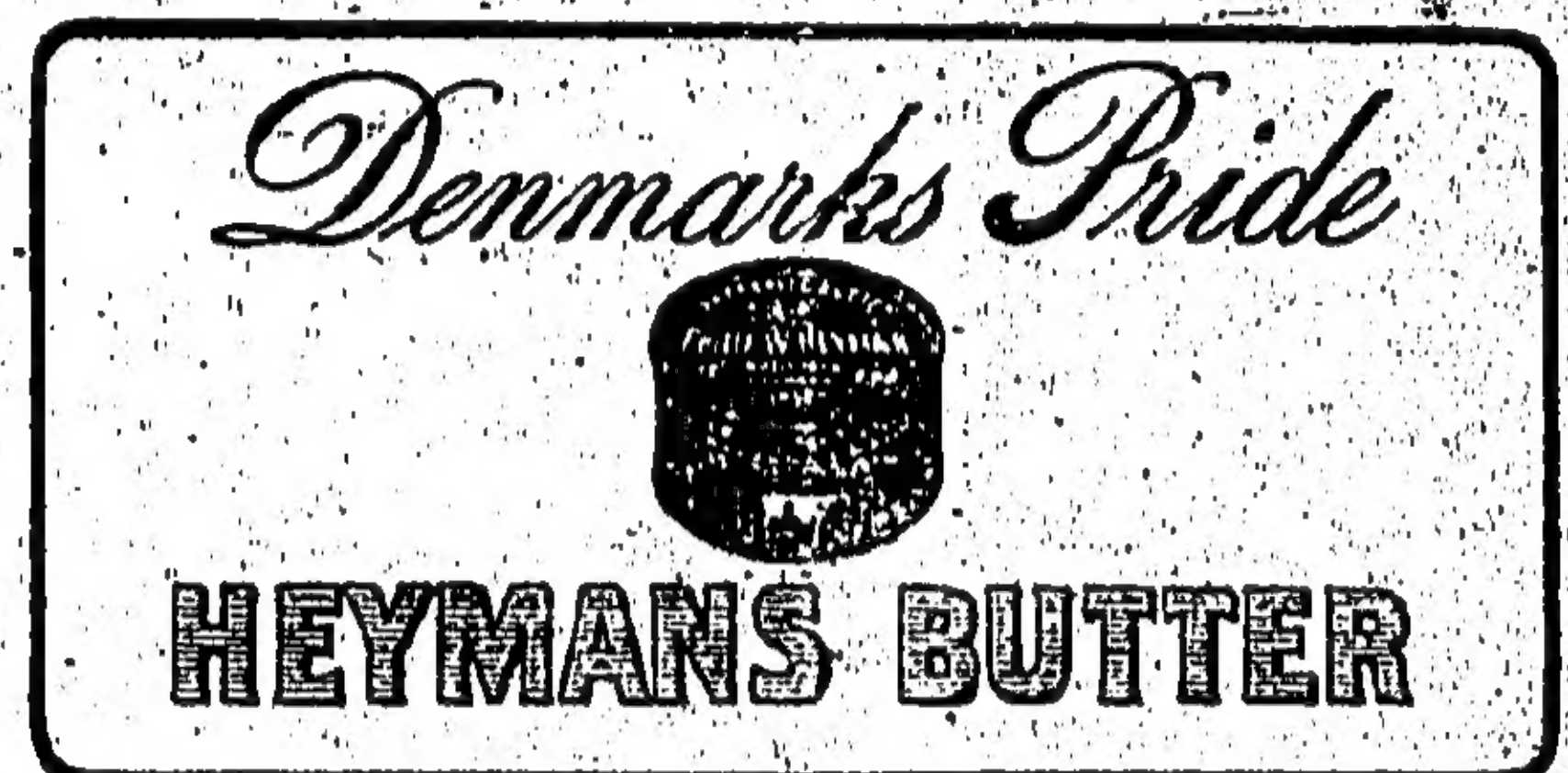
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56

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